

THE JAPANESE NAVY AND ITS CRITICS.

A Japanese gentleman who signs himself 'Gensai' has been writing to the *Hochi* describing the different vessels held by foreign navies on operations during the war. He refers more especially and particularly to the torpedo boat attacks at Weihaiwei. Concerning the other day with a naval friend at Yokohama, he says, he was told that since Weihaiwei, whenever his interest in naval operations was aroused, the talk invariably turned to the torpedo boats. French and German officers always express their admiration of the heroism displayed by the boats' crews in entering the harbor of Weihaiwei several nights in succession and sinking the *Zingst* and other hostile ships. They are careful, however, to emphasize the fact that the torpedo was only utilized by Japan after Occidental countries had invented and perfected it. British officers, on the other hand, do not, according to the Yokohama gentleman, bestow much praise on the actual assaults delivered. They admit that the sinking of the *Tsushima* was an unprecedented feat, but they are of the opinion that the success that may attend torpedo attack, but anybody, they say, may accomplish that sort of thing so long as he has simply made up his mind to lose his life if necessary in the attempt. What they consider most worthy of praise is the undaunted fortitude and courage with which these boats kept at sea for days, despite the bitterest cold and the most merciless gales. Those are the qualities for which British officers express the warmest admiration; and on the whole, the *Hochi*, commenting on the correspondent's remarks, thinks that his view most proper and sensible. —*Japan Advertiser*.

AN AMERICAN REPORTER'S NOTIONS OF WARSHIPS.

The following amusing extract is taken from an interview with Rear-Admiral Rowley by a New York reporter, retired, the hero of the 'ninety-day gunboats' of the civil war, those boats, which, beginning with the *John Adams*, were built and equipped in ninety days, armed with eleven-inch guns, and which rendered such effective service in that much-sifted conflict, made no bones of discussing the matter from a practical standpoint or of declaring that the odds against the United States would be almost overwhelming.

'What would England do on the outbreak of hostilities?' he asked. 'Would she not at once depend on the United States? New York, Baltimore, Charleston, Savannah, to capture or destroy them? What could we do to prevent her? Have we a single battleship to stem the tide of her impetuous march? It is the battleships that would do the business. They are the only things to settle the affairs of nations. It is not the matter of a few days with which to oppose them. If we have a New York, we have a New York. It is in a position to oppose bombardment. We might succeed, perhaps, against the deep Italian or French war vessels, but against the ships of lighter draught. They could come much closer in than vessels of the Italian build.'

'But how about these English battleships? Could they successfully cross the ocean?'

'Of course they could. England builds ships which could go around the world if necessary.'

'But did not the case of the *Victoria*, the \$5,000,000 battleship, sunk by a slight collision with the *Commodore*, show that these great armored vessels are not always to be depended on to keep on top of the world?'

'An accident,' continued Admiral Rowley. 'It really could not be counted on. No, if there is to be a war it will be a naval war. The land forces will play a minor part, and in discussing it we must realize that the chief work must be done upon the deep Italian or French war vessels, but against the ships of lighter draught. They could come much closer in than vessels of the Italian build.'

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THE OLYMPIA.

So far it has been generally conceded that the British cruiser *Olympia* held the palm for swiftness on the Pacific station, though the trial record of 33 knots was nearly a knot and three quarters short of that made by the U. S. cruiser *Olympia*. 21.00 knots under forced, and 19.8 under natural draft. The latter vessel failed, through stress of such adverse circumstances, such as quarantine at Honolulu, etc., to make the record expected from her on her voyage. Her first day's run was 14.8 per cent, premium was awarded for Kobe at 2 a.m., and was calculated to arrive at the sister port last evening about 8 o'clock. The trip was not intended to be under full pressure all the way; an 8-hour run from Rock Island being reserved for a high speed test. This test, however, was not attempted. On her way higher from Kobe the *Olympia* passed the cruiser about 7.30 miles out. She then seemed to be under full steam, and was plowing through the waves amid a mass of spray at some 16 or 17 knots an hour. She was then making way against a head wind that was half a gale and in very heavy seas. Her big funnels and upper works presented such a resistance to the wind that it was impossible for her to go at a record pace, especially with the sea that was on. No news has yet been received regarding her arrival at Kobe.

The *Kobe Chronicle* says:—The following telegram regarding the *Olympia* run to Kobe has been received in Yokohama:—'The *Olympia* struck a gale. She made 21 knots, and averaged 15 knots to Kobe. She broke her forward dock stations and carried away her bridge rails. They made her go.'

RAOUL'S PLACES—The finest in the World—Tong and Tong unequalled. Sole Agents, W. Robinson and Co.

WHY?—Don't you think *Why?* is a good descriptive writer? Black—Yes, go on, but he makes mistakes sometimes. *Why?*—For instance? Black—Well, he was writing of a naval battle once, and he said that 3000 brave sailors on the defeated vessel took the dust.

Engineering and Technical Students should study the 'Practical Engineer' 24 weekly. Practical Engineer, For Engineers, Managers, and Steam Users. All new editions. Practical Engineer, The cheapest and best engineering text published. 24 Victoria Avenue, Manchester.

THE HORSES OF THE BRITISH ARMY.

It is stated that the number of horses and mules employed in Army Service at the present time is about 27,000, the number being maintained in excess of the establishment of 23,300. The greater portion of animals are, of course, employed in the Cavalry and Artillery Services, which between them have nearly 25,000 of about equal portions; the 20,000 of the Horse, Field, and Mountain Batteries requiring as many animals as the Cavalry Service with about the same number of officers and men. The number of horses provided for the Cavalry is, roughly, about equal to two-thirds of the establishment of men, the regiments in India having more proportionately than those at home, where arrangements are made for bringing up the horse strength in emergency. The Engineers have only about 400 horses for their many purposes, and the Army Service Corps 18 0, whilst the Infantry have some 650 for regimental transport. In India the number of animals being maintained is much larger than that at home, the world's war horse, whilst the proportions are reversed. In Egypt the British troops have about 700 horses, and there are a hundred less in South Africa, the only Colony in which the mounted services are in any strength. These coming into the British establishment make a home total of over 14,000 horses and mules, whilst India accounts for some 12,000.

CECIL RHODES AND THE TRANSVAAL.

The invasion of Dr. Jameson with his 700 men in the Transvaal has certainly caused much uneasiness and surprise to everybody who does not belong to that set of Englishmen who think that the world and especially the S. African world was entirely made for them. Alas, there are very many English people who really think so, and are surprised that the world is not yet English. Very this so, it would be too necessary for them to learn any foreign language. They could indulge in their favorite porridge, cricket and football every where! Everywhere would be found Societies and Clubs where gospel preaching could be done with the most perfect ease and comfort. Churches also wherein prayers could be offered for the poor sinners of other denominations. The real advantage, however, would be that they would not have to observe the laws and customs of other nations or respect their rights, thereby making their business affairs much easier. Amongst such men Mr. Cecil Rhodes leads the list. One more daring, brutal, unscrupulous, and during the last ten years, more fortunate, could not be found. But as we must come to everything, and so the Great Rhodes, much to the advantage of his country, has thrown from his hands the Transvaal. He has undertaken, but having in view the motto *Trappee toujours Trappee*, for the late invasion was the outcome. —*Batavia Nieuwsblad*.

[We fancy that we have not seen the last of Cecil Rhodes yet.—Ed. C.M.]

HONGKONG SHARE MARKET.

In his Weekly Share Report dated Hongkong 4th February, Mr. G. H. Pott says:—The market has shown more activity during the past week and most stocks are steady at quotations.

BANKS.—Hongkong and Shanghai Banks have improved slightly and sales at \$181, \$181 and \$182 per cent premium have been effected. The London quotation of \$182 is unchanged, so that at the present exchange of 2 1/4 it makes our rate about \$14 per share below their. National are wanted at \$26, but there are none offering under \$27.

MARINE INSURANCES.—A few North China have been sold at 110. 220. Yangtze have been placed at \$121 and \$122 and are wanted at the latter rate. Straits have changed hands at \$26, and are still attractive.

FIRE INSURANCES.—Hongkong Fire is in demand at \$89. China Fire is in the market at \$91 with no buyers over \$90.

SHIPPING.—Hongkong, Canton and Macao Steamboats have hardened and sales at \$33 and \$33 1/2 the dividend of \$1.30 per share paid on the 1st February have been effected, and at \$36 for the January settlement. Indo-China remain quiet at \$57. A fairly large business has been done in Douglas Steamships at \$90 1/2, the stock rising in demand.

REFINERS.—There is no change to report in stocks under this heading.

MIXED.—Fonglons have been in strong demand with the result that no shares have been effected at rates between \$24 and \$25. Banks have strengthened and shares have been placed at \$4.10 and \$4.15. Jobbers are also slightly better and shares have changed hands at \$2.75 and \$3.

DOCKS, WHARVES AND GODOWNS.—Hongkong, Wharves and Godowns have ruled very firm, and after an easy sale of 14 1/2 per cent, premium was awarded at 14 1/2 per cent, premium. Kowloon Wharf shares are out of favour at \$4 1/2.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have been sold at \$38 and are now required for \$64. Kowloon Lands have been sold at \$15 1/2 the dividend of \$0 cents per share paid on the 1st January. Hongkong Hotels are in demand at \$21, but there are no shares offering at the rate.

MISCELLANEOUS.—Hongkong Electric is asked for at \$21 and lost at \$10.11. Bows have been sold at \$16. 50, but are now required for at \$16. 50.

DURING a recent thunderstorm in Australia there was an extraordinary fall of hail. The hail fell thickly. The majority of it was like compressed snow, and although some of it looked as round as marbles, the largest part was oval in shape, with a little flattening on two sides. Some photos of the largest were taken at the Observatory, and the hailstones melted they presented the appearance of being found in rings of clear and opaque ice in alternate layers. In all seven layers were seen in some pieces. In most cases a small speck of compressed snow formed the centre of the stone. Round this was deposited a shell of ice, and round that another shell of opaque ice, and then clear, and finally a thin opaque coating of solidified snow. In some instances these alternate layers were, as stated, seven in number. As far as could be seen the hailstones were not of the same size, but they were all of about the same shape. The rings mentioned above were made by placing the stones on a flat plate of glass. The plate was then tilted, and the hailstones rolled down it, leaving a trail of clear ice, and in some they gathered snow, while in others, where the cooling had been more rapid, they gathered coatings of clear ice.

W. Robinson and Co. are Special Agents for all the leading English and Continental Roadster Manufacturers.

NOTICES TO CONSIGNEES.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP VICTORIA,
FROM TACOMA, VICTORIA, YOKO-
HAMA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
DODWELL, CARILL & Co.,
Agents.
Hongkong, February 4, 1896. 270

PINILLOS LINE OF STEAMERS.

FROM GLASGOW, LIVERPOOL,
ANTWERP, BARCELONA,
CADIZ AND MANILA.

THE Steamer *Barcelona* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Honkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained. Cargo remaining undelivered after the 8th Instant will be subject to rent. No Fire Insurance will be effected. Consignees are requested to present all Claims for damages and/or shortages not later than the 16th Instant, otherwise they will not be recognized. Bills of Lading will be countersigned by JARDINE, MATHESON & Co.,
Agents.
Hongkong, February 3, 1896. 264

GLEN LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamer *Glenloch* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Honkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-morrow. Cargo remaining undelivered after the 10th Instant will be subject to rent. No Fire Insurance has been effected. Consignees are requested to present all Claims for damages and/or shortages not later than the 17th Instant, otherwise they will not be recognized. Bills of Lading will be countersigned by JARDINE, MATHESON & Co.,
Agents.
Hongkong, February 3, 1896. 275

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Kulsang* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Options regarding the discharge or remaining on board after 4 p.m. of the 5th Instant will be landed at Consignees' risk and expense into Godowns at East Point. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co.,
General Managers.
Hongkong, February 1, 1896. 263

STEAMSHIP MELBOURNE.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre ex S.S. *Frederic Morel*, in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable Goods, being landed and stored at their risk into the Godowns of the Honkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 8 a.m. To-morrow (Sunday), the 5th Instant, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Saturday, the 8th Instant, at Noon, will be subject to rent, and landing charges. All Claims must be sent in to me on or before Saturday, the 8th Instant, or they will not be recognized.

All Damaged Packages will be examined on FRIDAY, the 7th Instant, at 3 p.m. No Fire Insurance has been effected.

O. TOUTAIN, Agent.
Hongkong, February 1, 1896. 269

INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1894, £11,671,018 2s. 2d.
Authorized Capital £3,000,000.00
Subscribed Capital £2,500,000.00
Paid-up Capital £2,687,500.00
Fire Funds £2,410,993 7s. 3d.
Revenue Fire Branch £1,846,666 12s. 7d.

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN AND CHINESE RISKS at Current Rates.
SHEWAN & Co.,
Agents.
13 July, 1895. 1900

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne A.D. 1714.)

CAPITAL FULLY SUBSCRIBED, £400,000.
CAPITAL PAID UP, £150,000.
FIRE INSURANCE FUNDS £2,700,000.
REVENUE FIRE BRANCH £1,846,666 12s. 7d.

HAVING been appointed AGENTS of the above Society in Hongkong, we are prepared to accept EUROPEAN AND CHINESE RISKS at Current Rates.
HARRY WICKING,
Agent.
14th Feb. 1896.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.
The Company's Chartered Steamer *Composita*,
Capt. Holtz, will be despatched for the above Port TO-MORROW, the 8th Instant, at Daylight, and not as previously notified.

For Freight or Passage, apply to DOUGLAS LA PRAD & Co.,
General Managers.
Hongkong, February 6, 1896. 281

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)
STEAM FOR SINGAPORE, PENANG, COLOMB, BOMBAY, KURASHKE, ADEN, SUEZ, FORT SAID, BRINDISI, VENICE, TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS.)
(Also to NATAL, EAST LONDON, PORT ELIZABETH & CAPE TOWN.)
The Co.'s Steamship *Giulio*,
Capt. A. Mier, will be despatched as above on THURSDAY, the 6th February. Cargo will not be received on board after 3 p.m. prior to date of sailing. For further information as to Passage and Freight, apply to SANDER & Co.,
Agents.
Hongkong, January 31, 1896. 241

NIPPON YUSEN KAISHA.

FOR SINGAPORE, COLOMB AND BOMBAY.
The Co.'s Steamship *Miki Maru*,
Capt. F. Brown, will be despatched for the above Ports on FRIDAY, the 7th Instant, at 8 o'clock a.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.
Hongkong, February 3, 1896. 262

OCEAN STEAMSHIP COMPANY.

FOR KOBE AND YOKOHAMA.

The Steamship *Izumi*,
Capt. Nara, will be despatched as above on FRIDAY, the 7th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,
Agents.
Hongkong, February 3, 1896. 277

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Steamship *Chinglu*,
Capt. R. Jones, will be despatched as above on FRIDAY, the 7th February, at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engine.

A Refrigerating Chamber ensures the supply of Fresh Provision during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted through-out with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,
Agents.
Hongkong, January 31, 1896. 215

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship *Kulsang*,
Capt. Geo. Payne, will be despatched as above on MONDAY, the 10th Instant, at 6 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co.,
General Managers.
Hongkong, February 4, 1896. 280

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

The Steamship *Shantung*,
Capt. FRAMPTON, will be despatched as above on MONDAY, the 10th February.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,
Agents.
Hongkong, January 30, 1896. 239

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

The Steamship *Radnor*,
Capt. DAVIES, will be despatched as above on or about TUESDAY, the 11th Instant.

For Freight or Passage, apply to DODWELL, CARILL & Co.,
Agents.
Hongkong, February 3, 1896. 283

FOR SINGAPORE, HAVRE AND HAMBURG.

(Calling at NAPLES for Landing Passengers if sufficient inducement offers.)

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS.)
(Also to NATAL, EAST LONDON, PORT ELIZABETH & CAPE TOWN.)
The Steamship *Giulio*,
Capt. A. Mier, will be despatched for the above Ports on THURSDAY, the 6th March.

This Steamer has superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SANDER & Co.,
Agents.
Hongkong, February 1, 1896. 247

Shipping.

Steamers.

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.
(SUBJECT TO ALTERATION.)
Mount Lebanon, Wednesday, 12th Feb.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

The Steamship *Mount Lebanon* will be despatched hence for HONOLULU, VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on WEDNESDAY, the 12th February.

Consular Invoice of Goods for United States Ports should be in QUADRUPLES, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN & Co.,
Agents.
Hongkong, January 27, 1896. 219

Sailing Vessels.

FOR SAN FRANCISCO.

The 103 A.T. British Ship *Brook Castle*,
FEBRUARY, Master, will load here for the above Port, and will leave quick despatch.

For Freight, apply to SHEWAN & Co.
Hongkong, December 5, 1895. 2277

FOR NEW YORK.

The 313 A.T. American Ship *Arcturion*,
Arctur, Master, shortly expected, will load here for the above Port, and will be despatched on or about the 13th February, 1896.

For Freight, apply to CARLOWITZ & Co.
Hongkong, January 14, 1896. 2483

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... SATURDAY, Feb. 8, at noon.

Peru (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... SATURDAY, Feb. 22, at noon.

City of Rome (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... THURSDAY, Mar. 12, at noon.

THE U. S. Mail Steamer *CHINA* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 8th February, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government Officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Office of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 1, Praya Centre.

J. S. VAN BUREN,
Agent.
Hongkong, January 25, 1896. 202

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbours:—
Buckton Castle, British ship, Capt. R. M. Ferguson.—Shewan & Co.
Danzon Blazer, American ship, Capt. C. D. Arps.—Messrs.
Higginson, Russian ship, Master, Capt. Daniloff.—Messrs. Matheson & Co.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896. SAFETY—SPEED—PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE.
VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—5,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. H. FRYER, R.N.,...WEDNESDAY, 19th Feb/96.
EMPEROR OF INDIA...Comdr. G. A. LEE, R.N.,...WEDNESDAY, 19th Feb/96.
EMPEROR OF CHINA...Comdr. R. ARCHIBALD, R.N.,...WEDNESDAY, 8th April/96.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given a choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. (Good for 4, 6, 9 and 12 months.) SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Dipl